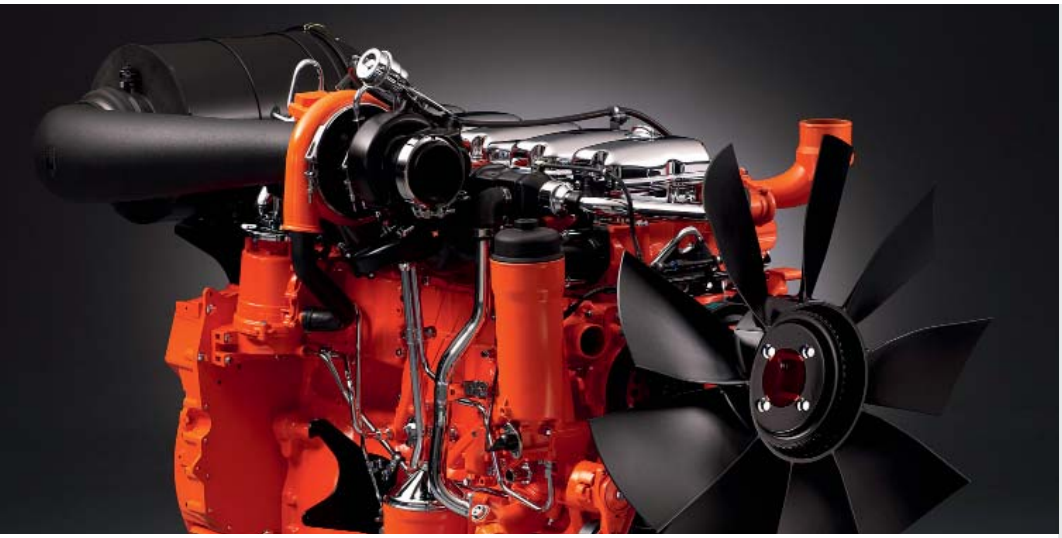
DC09 072A. 226-276 kW (250-303 kVA)

Fuel optimized, non-compliant



The engines for power generation from Scania are based on a robust design with a strength optimised cylinder block containing wet cylinder liners that can easiliy be exchanged. Individual cylinderheads with 4 valves per cylinder promotes repairability and fuel economy.

The engine is equipped with a Scania developed Engine Management System, EMS, in order to ensure the control of all aspects related to engine performance. The injection system is based on electronically controlled unit injectors that gives low exhaust emissions with good fuel economy and a high torque. The engine can be fitted with many accessories such as air cleaners, radiators and PTO:s in order to suit a variety of installations.

	Engine speed (rpm)			
	1500 rpm (50 Hz)		1800 rpm (60 Hz)	
	PRP	ESP	PRP	ESP
Gross power (kW)	226	249	251	276
Gross power (kVA)	250	275	275	303
Spec fuel consumption. Full load (g/kWh)	189	192	197	199
Spec fuel consumption. 3/4 load (g/kWh)	189	188	197	197
Spec fuel consumption. 1/2 load (g/kWh)	196	194	205	202
Heat rejection to cooling water (kW)	78	85	86	92

Standard equipment

- Scania Engine Management System, EMS
- Unit injectors, PDE
- Turbocharger
- Fuel filter and extra pre-filter with water separator
- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in block
- Oil filler, in valve cover
- Deep front oil sump
- Oil dipstick, in block
- Magnetic drain plug for oil draining
- Starter, 1-pole 5.5 kW
- Alternator, 1-pole 100A
- Flywheel, SAE 14"
- Silumin flywheel housing, SAE 1 flange
- Front-mounted engine brackets
- Open crankcase ventilation
- Operator's manual

Optional equipment

- Cooling package
- Fan
- Side-mounted PTO
- Exhaust connections
- Instrument panel
- Engine heater
- Stiff rubber engine suspension
- Air cleaner
- Closed crankcase ventilation
- Studs in flywheel housing
- Low coolant level reaction
- Fine tune potentiometer
- Ramp start delay
- Ramp up rate

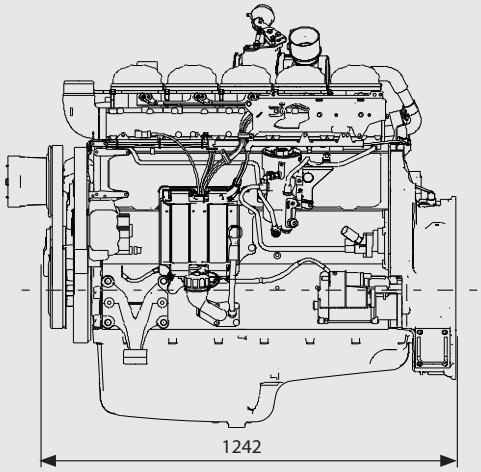
This specification may be revised without notice.

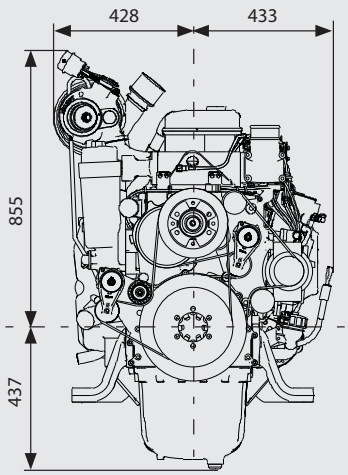
DC09 072A. 226-276 kW (250-303 kVA)

Fuel optimized, non-compliant

Engine description

No of cylinders	5 in-line
Working principle	4-stroke
Firing order	1-2-4-5-3
Displacement	9.3 litres
Bore x stroke	130 x 140 mm
Compression ratio	16:1
Weight	950 kg (excl oil and coolant)
Piston speed at 1500 rpm	7.0 m/s
Piston speed at 1800 rpm	8.4 m/s
Camshaft	High position alloy steel
Pistons	Aluminium pistons
Connection rods	I-section press forgings of alloy steel
Crankshaft	Alloy steel with hardened and polished bearing surfaces
Oil capacity	32-38 dm^3
Electrical system	1-pole 24V





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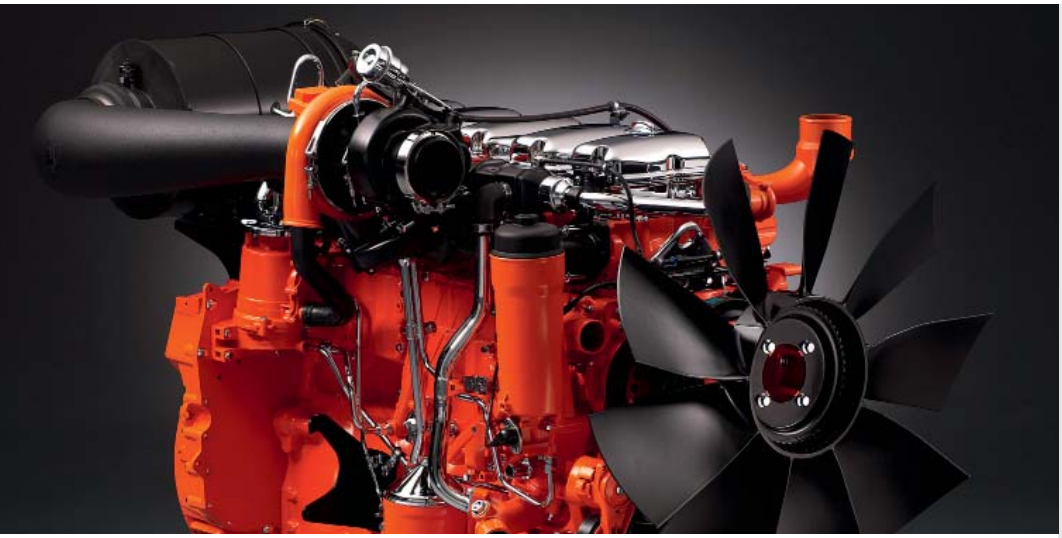
DC09 072A. 248-300 kW (275-330 kVA)

Fuel optimized, non-compliant



The engines for power generation from Scania are based on a robust design with a strength optimised cylinder block containing wet cylinder liners that can easiliy be exchanged. Individual cylinderheads with 4 valves per cylinder promotes repairability and fuel economy.

The engine is equipped with a Scania developed Engine Management System, EMS, in order to ensure the control of all aspects related to engine performance. The injection system is based on electronically controlled unit injectors that gives low exhaust emissions with good fuel economy and a high torque. The engine can be fitted with many accessories such as air cleaners, radiators and PTO:s in order to suit a variety of installations.

	Engine speed (rpm)			
	1500 rpm (50 Hz)		1800 rpm (60 Hz)	
	PRP	ESP	PRP	ESP
Gross power (kW)	248	273	273	300
Gross power (kVA)	275	303	300	330
Spec fuel consumption. Full load (g/kWh)	192	196	199	202
Spec fuel consumption. 3/4 load (g/kWh)	188	189	197	197
Spec fuel consumption. 1/2 load (g/kWh)	194	192	203	200
Heat rejection to cooling water (kW)	84	93	91	102

Standard equipment

- Scania Engine Management System, EMS
- Unit injectors, PDE
- Turbocharger
- Fuel filter and extra pre-filter with water separator
- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in block
- Oil filler, in valve cover
- Deep front oil sump
- Oil dipstick, in block
- Magnetic drain plug for oil draining
- Starter, 1-pole 5.5 kW
- Alternator, 1-pole 100A
- Flywheel, SAE 14"
- Silumin flywheel housing, SAE 1 flange
- Front-mounted engine brackets
- Open crankcase ventilation
- Operator's manual

Optional equipment

- Cooling package
- Fan
- Side-mounted PTO
- Exhaust connections
- Instrument panel
- Engine heater
- Stiff rubber engine suspension
- Air cleaner
- Closed crankcase ventilation
- Studs in flywheel housing
- Low coolant level reaction
- Fine tune potentiometer
- Ramp start delay
- Ramp up rate

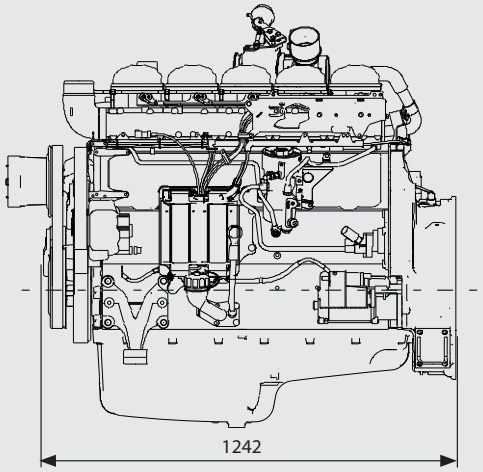
This specification may be revised without notice.

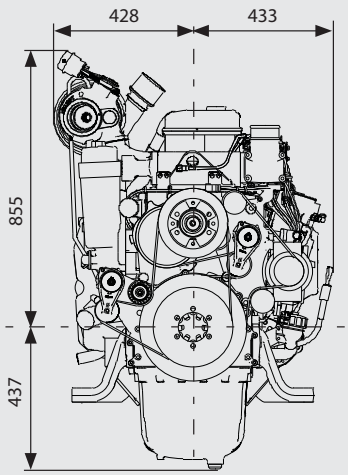
DC09 072A. 248-300 kW (275-330 kVA)

Fuel optimized, non-compliant

Engine description

No of cylinders	5 in-line
Working principle	4-stroke
Firing order	1-2-4-5-3
Displacement	9.3 litres
Bore x stroke	130 x 140 mm
Compression ratio	16:1
Weight	950 kg (excl oil and coolant)
Piston speed at 1500 rpm	7.0 m/s
Piston speed at 1800 rpm	8.4 m/s
Camshaft	High position alloy steel
Pistons	Aluminium pistons
Connection rods	I-section press forgings of alloy steel
Crankshaft	Alloy steel with hardened and polished bearing surfaces
Oil capacity	32-38 dm^3
Electrical system	1-pole 24V





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DC13 072A. 326-406 kW (365-450 kVA)

Fuel optimized, non-compliant

The engines for power generation from Scania are based on a robust design with a strength optimised cylinder block containing wet cylinder liners that can easiliy be exchanged. Individual cylinderheads with 4 valves per cylinder promotes repairability and fuel economy.

The engine is equipped with a Scania developed Engine Management System, EMS, in order to ensure the control of all aspects related to engine performance. The injection system is based on electronically controlled unit injectors that gives low exhaust emissions with good fuel economy and a high torque. The engine can be fitted with many accessories such as air cleaners, radiators and PTO:s in order to suit a variety of installations.

	Engine speed (rpm)			
	1500 rpm (50 Hz)		1800 rpm (60 Hz)	
	PRP	ESP	PRP	ESP
Gross power (kW)	326	356	372	406
Gross power (kVA)	365	400	410	450
Spec fuel consumption. Full load (g/kWh)	182	183	188	191
Spec fuel consumption. 3/4 load (g/kWh)	183	184	187	187
Spec fuel consumption. 1/2 load (g/kWh)	188	187	194	192
Heat rejection to cooling water (kW)	105	111	115	125

Standard equipment

- Scania Engine Management System, EMS
- Unit injectors, PDE
- Turbocharger
- Fuel filter and extra pre-filter with water separator
- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in block
- Oil filler, in valve cover
- Deep front oil sump
- Oil dipstick, in block
- Magnetic drain plug for oil draining
- Starter, 1-pole 5.5 kW
- Alternator, 1-pole 100A
- Flywheel, SAE 14"
- Silumin flywheel housing, SAE 1 flange
- Front-mounted engine brackets
- Open crankcase ventilation
- Operator's manual

Optional equipment

- Cooling package
- Fans
- Side-mounted PTO
- Exhaust connections
- Instrument panel
- Engine heater
- Stiff rubber engine suspension
- Air cleaner
- Closed crankcase ventilation
- Studs in flywheel housing
- Low coolant level reaction
- Fine tune potentiometer
- Ramp start delay
- Ramp up rate

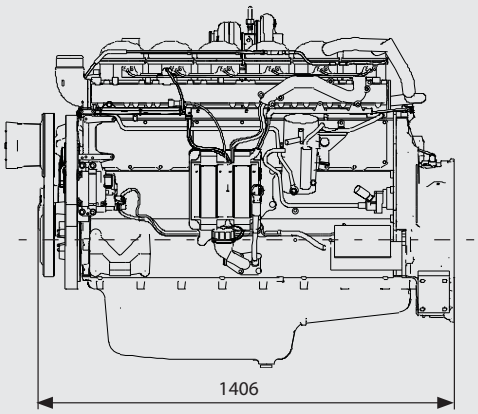
This specification may be revised without notice.

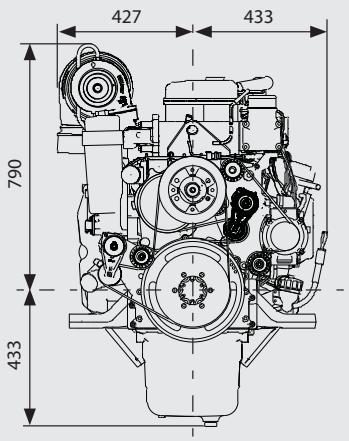
DC13 072A. 326-406 kW (365-450 kVA)

Fuel optimized, non-compliant

Engine description

No of cylinders	6 in-line
Working principle	4-stroke
Firing order	1 - 5 - 3 - 6 - 2 - 4
Displacement	12.7 litres
Bore x stroke	130 x 160 mm
Compression ratio	16.3:1
Weight	1050 kg (excl oil and coolant)
Piston speed at 1500 rpm	8.0 m/s
Piston speed at 1800 rpm	9.6 m/s
Camshaft	High position alloy steel
Pistons	Steel pistons
Connection rods	I-section press forgings of alloy steel
Crankshaft	Alloy steel with hardened and polished bearing surfaces
Oil capacity	34-45 dm^3
Electrical system	1-pole 24V





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DC13 072A. 365-449 kW (410-500 kVA)

Fuel optimized, non-compliant

The engines for power generation from Scania are based on a robust design with a strength optimised cylinder block containing wet cylinder liners that can easiliy be exchanged. Individual cylinderheads with 4 valves per cylinder promotes repairability and fuel economy.

The engine is equipped with a Scania developed Engine Management System, EMS, in order to ensure the control of all aspects related to engine performance. The injection system is based on electronically controlled unit injectors that gives low exhaust emissions with good fuel economy and a high torque. The engine can be fitted with many accessories such as air cleaners, radiators and PTO:s in order to suit a variety of installations.

	Engine speed (rpm)			
	1500 rpm (50 Hz)		1800 rpm (60 Hz)	
	PRP	ESP	PRP	ESP
Gross power (kW)	365	403	410	449
Gross power (kVA)	410	455	455	500
Spec fuel consumption. Full load (g/kWh)	183	186	191	195
Spec fuel consumption. 3/4 load (g/kWh)	184	183	187	187
Spec fuel consumption. 1/2 load (g/kWh)	186	185	192	190
Heat rejection to cooling water (kW)	112	119	127	143

Standard equipment

- Scania Engine Management System, EMS
- Unit injectors, PDE
- Turbocharger
- Fuel filter and extra pre-filter with water separator
- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in block
- Oil filler, in valve cover
- Deep front oil sump
- Oil dipstick, in block
- Magnetic drain plug for oil draining
- Starter, 1-pole 5.5 kW
- Alternator, 1-pole 100A
- Flywheel, SAE 14"
- Silumin flywheel housing, SAE 1 flange
- Front-mounted engine brackets
- Open crankcase ventilation
- Operator's manual

Optional equipment

- Cooling package
- Fans
- Side-mounted PTO
- Exhaust connections
- Instrument panel
- Engine heater
- Stiff rubber engine suspension
- Air cleaner
- Closed crankcase ventilation
- Studs in flywheel housing
- Low coolant level reaction
- Fine tune potentiometer
- Ramp start delay
- Ramp up rate

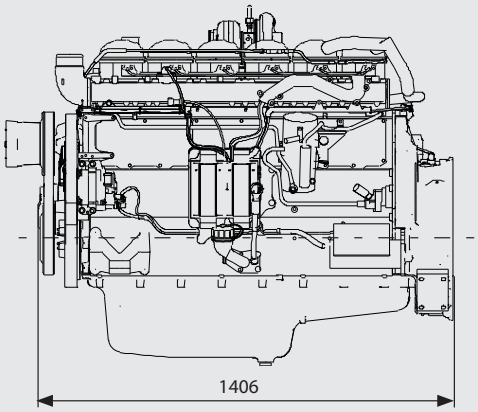
This specification may be revised without notice.

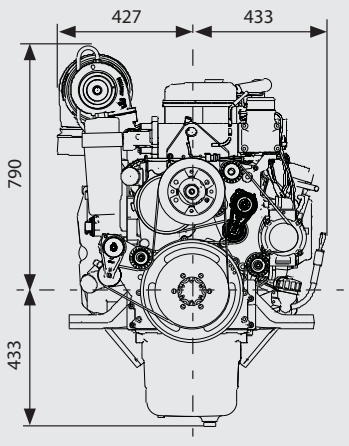
DC13 072A. 365-449 kW (410-500 kVA)

Fuel optimized, non-compliant

Engine description

No of cylinders	6 in-line
Working principle	4-stroke
Firing order	1 - 5 - 3 - 6 - 2 - 4
Displacement	12.7 litres
Bore x stroke	130 x 160 mm
Compression ratio	16.3:1
Weight	1050 kg (excl oil and coolant)
Piston speed at 1500 rpm	8.0 m/s
Piston speed at 1800 rpm	9.6 m/s
Camshaft	High position alloy steel
Pistons	Steel pistons
Connection rods	I-section press forgings of alloy steel
Crankshaft	Alloy steel with hardened and polished bearing surfaces
Oil capacity	34-45 dm^3
Electrical system	1-pole 24V





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DC13 072A. 403-487 kW (455-550 kVA)

Fuel optimized, non-compliant

The engines for power generation from Scania are based on a robust design with a strength optimised cylinder block containing wet cylinder liners that can easiliy be exchanged. Individual cylinderheads with 4 valves per cylinder promotes repairability and fuel economy.

The engine is equipped with a Scania developed Engine Management System, EMS, in order to ensure the control of all aspects related to engine performance. The injection system is based on electronically controlled unit injectors that gives low exhaust emissions with good fuel economy and a high torque. The engine can be fitted with many accessories such as air cleaners, radiators and PTO:s in order to suit a variety of installations.

	Engine speed (rpm)			
	1500 rpm (50 Hz)		1800 rpm (60 Hz)	
	PRP	ESP	PRP	ESP
Gross power (kW)	403	438	445	487
Gross power (kVA)	455	500	500	550
Spec fuel consumption. Full load (g/kWh)	186	192	195	199
Spec fuel consumption. 3/4 load (g/kWh)	183	183	187	188
Spec fuel consumption. 1/2 load (g/kWh)	185	184	190	187
Heat rejection to cooling water (kW)	119	134	142	166

Standard equipment

- Scania Engine Management System, EMS
- Unit injectors, PDE
- Turbocharger
- Fuel filter and extra pre-filter with water separator
- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in block
- Oil filler, in valve cover
- Deep front oil sump
- Oil dipstick, in block
- Magnetic drain plug for oil draining
- Starter, 1-pole 5.5 kW
- Alternator, 1-pole 100A
- Flywheel, SAE 14"
- Silumin flywheel housing, SAE 1 flange
- Front-mounted engine brackets
- Open crankcase ventilation
- Operator's manual

Optional equipment

- Cooling package
- Fans
- Side-mounted PTO
- Exhaust connections
- Instrument panel
- Engine heater
- Stiff rubber engine suspension
- Air cleaner
- Closed crankcase ventilation
- Studs in flywheel housing
- Low coolant level reaction
- Fine tune potentiometer
- Ramp start delay
- Ramp up rate

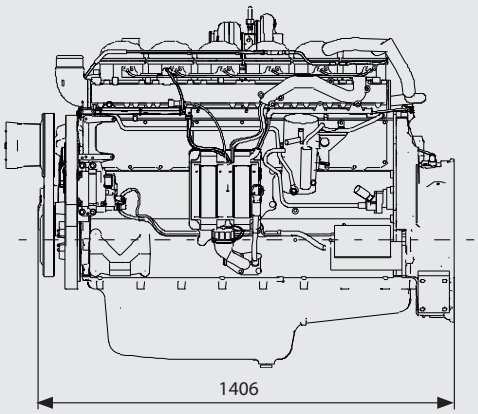
This specification may be revised without notice.

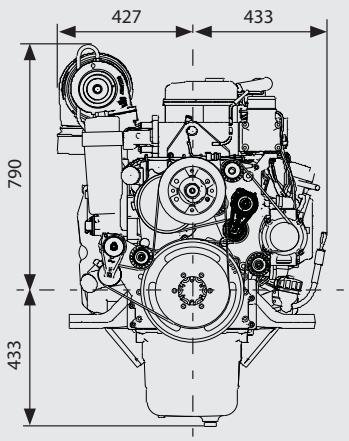
DC13 072A. 403-487 kW (455-550 kVA)

Fuel optimized, non-compliant

Engine description

No of cylinders	6 in-line
Working principle	4-stroke
Firing order	1 - 5 - 3 - 6 - 2 - 4
Displacement	12.7 litres
Bore x stroke	130 x 160 mm
Compression ratio	16.3:1
Weight	1050 kg (excl oil and coolant)
Piston speed at 1500 rpm	8.0 m/s
Piston speed at 1800 rpm	9.6 m/s
Camshaft	High position alloy steel
Pistons	Steel pistons
Connection rods	I-section press forgings of alloy steel
Crankshaft	Alloy steel with hardened and polished bearing surfaces
Oil capacity	34-45 dm^3
Electrical system	1-pole 24V





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DC13 072A. 438-487 kW (500-550 kVA)

Fuel optimized, non-compliant

The engines for power generation from Scania are based on a robust design with a strength optimised cylinder block containing wet cylinder liners that can easiliy be exchanged. Individual cylinderheads with 4 valves per cylinder promotes repairability and fuel economy.

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	Engine speed (rpm)			
	1500 rpm (50 Hz)		1800 rpm (60 Hz)	
	PRP	ESP	PRP	ESP
Gross power (kW)	438	480	445	487
Gross power (kVA)	500	550	500	550
Spec fuel consumption. Full load (g/kWh)	192	196	195	199
Spec fuel consumption. 3/4 load (g/kWh)	183	183	187	188
Spec fuel consumption. 1/2 load (g/kWh)	184	183	190	187
Heat rejection to cooling water (kW)	134	158	142	166

Standard equipment

- Scania Engine Management System, EMS
- Unit injectors, PDE
- Turbocharger
- Fuel filter and extra pre-filter with water separator
- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in block
- Oil filler, in valve cover
- Deep front oil sump
- Oil dipstick, in block
- Magnetic drain plug for oil draining
- Starter, 1-pole 5.5 kW
- Alternator, 1-pole 100A
- Flywheel, SAE 14"
- Silumin flywheel housing, SAE 1 flange
- Front-mounted engine brackets
- Open crankcase ventilation
- Operator's manual

Optional equipment

- Cooling package
- Fans
- Side-mounted PTO
- Exhaust connections
- Instrument panel
- Engine heater
- Stiff rubber engine suspension
- Air cleaner
- Closed crankcase ventilation
- Studs in flywheel housing
- Low coolant level reaction
- Fine tune potentiometer
- Ramp start delay
- Ramp up rate

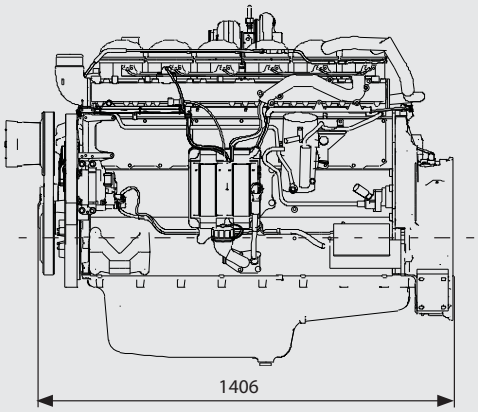
This specification may be revised without notice.

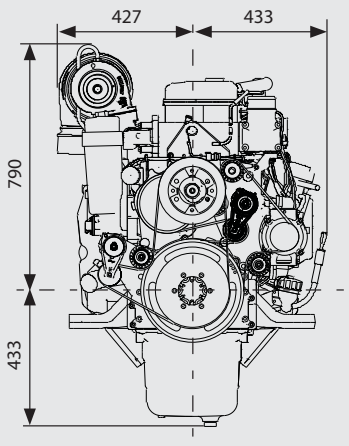
DC13 072A. 438-487 kW (500-550 kVA)

Fuel optimized, non-compliant

Engine description

No of cylinders	6 in-line
Working principle	4-stroke
Firing order	1 - 5 - 3 - 6 - 2 - 4
Displacement	12.7 litres
Bore x stroke	130 x 160 mm
Compression ratio	16.3:1
Weight	1050 kg (excl oil and coolant)
Piston speed at 1500 rpm	8.0 m/s
Piston speed at 1800 rpm	9.6 m/s
Camshaft	High position alloy steel
Pistons	Steel pistons
Connection rods	I-section press forgings of alloy steel
Crankshaft	Alloy steel with hardened and polished bearing surfaces
Oil capacity	34-45 dm^3
Electrical system	1-pole 24V





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